

employees, a petition for partial revocation under 49 U.S.C. 10505(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 31, 1995, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking statements under 49 CFR 1152.29 must be filed by December 11, 1995.³ Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by December 21, 1995, with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423-2191.

A copy of any petition filed with the Commission should be sent to applicant's representative: Patricia E. Dietrich, 1224 Seventeenth Street NW., Washington, DC 20036.

If the notice of exemption contains false or misleading information, the exemption is void *ab initio*.

AR has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an Environmental Assessment (EA) by December 6, 1995. Interested persons may obtain a copy of the EA by writing to SEA (room 3219, Interstate Commerce Commission, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or other trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: November 27, 1995.

¹ The Commission will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Commission in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for stay should be filed as soon as possible so that the Commission may take appropriate action before the exemption's effective date.

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

³ The Commission will accept a late-filed trail use request so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 95-29340 Filed 11-30-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32801]

Norfolk Southern Railway Company, Central of Georgia Railroad Company and Georgia Southwestern Division, South Carolina Central Railroad, Inc.—Joint Relocation Project Exemption—between Columbus and Albany, GA

On October 31, 1995, Norfolk Southern Railway Company (NS), Central of Georgia Railroad Company (CofG) (collectively Norfolk Southern), and Georgia Southwestern Division, South Carolina Central Railroad, Inc. (GSRW), jointly filed a notice of exemption under 49 CFR 1108.2(d)(5) to relocate a line of railroad between Columbus and Albany, GA. The proposed transaction was expected to be consummated on or after November 7, 1995.

GSRW operates a railroad line from Columbus to Bainbridge, GA, which includes a segment between Cusseta to Richland and Cuthbert, GA. GSRW also operates a line between Americus and Richland, GA. The Georgia & Alabama Division of South Carolina Central Railroad (GAD), an affiliate of GSRW, operates a line between Smithville and Cuthbert, GA.

CofG owns, and NS operates, a railroad line from Columbus to Americus and Albany, GA. From Columbus to Ochiltee, GA, the CofG line runs parallel to the GSRW line. The CofG line connects with GSRW at Americus and with GAD at Smithville, GA.

Under the joint relocation project, the parties propose the following transactions: (1) Norfolk Southern will grant GSRW overhead trackage rights, including rights of ingress and egress, over its line between its yard at milepost 291.4-S in Columbus and milepost 12.0-O in Ochiltee; (2) Norfolk Southern will lease its line between milepost 12.0-O in Ochiltee and milepost 61.5-O, the BV&E Junction, near Americus, to GSRW;¹ (3) Norfolk Southern will grant GSRW overhead trackage rights, with rights of ingress and egress, between milepost 61.5-O,

the BV&E Junction, near Americus and milepost 297.0-J in Albany; (4) GSRW will abandon its line of railroad between milepost SLB23 near Cusseta, Chattahoochee County and milepost 160, SLC746, near Cuthbert, Randolph County, a total of 38.1 miles, all in Chattahoochee, Stewart, and Randolph Counties, GA; and (5) NS and GSRW will construct a new track connection at Ochiltee that will permit GSRW trains operating via trackage rights over the CofG line to enter and exit GSRW's line between Columbus and Cusseta. The notice states that service to shippers will not be disrupted and that the proposed construction and abandonment are incidental to this relocation project.

The joint relocation project will relocate GSRW's linehaul railroad operations serving the Columbus area from its existing line between Cusseta and Cuthbert, which has no active customers, to Norfolk Southern's parallel line, which though underutilized is in better physical condition. The project will allow GSRW to liquidate its investment in the Cusseta-Cuthbert segment of its existing line and to continue to provide competitive linehaul service to customers in Columbus. It will also result in more intensive utilization of Norfolk Southern's line and generate trackage rights income for Norfolk Southern.

The Commission will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. See *City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993). The Commission has determined that line relocation projects may embrace trackage rights transactions such as the one involved here. See *D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, the embraced incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

As a condition to the use of this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

¹ The Commission exempted this lease from regulation under 49 U.S.C. 10505 in *Georgia Southwestern Division, South Carolina Central R. Co.—Lease and Operation Exemption—Norfolk Southern Ry. Co. and Central of Georgia Railroad Company*, Finance Docket No. 32738 (ICC served Oct. 5, 1995).

Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction. Pleadings must be filed with the Commission and served on: Robert J. Cooney, Norfolk Southern Railway Company, Central of Georgia Railroad Company, Three Commercial Place, Norfolk, VA 23510-2191; and Michael W. Blaszak, 211 South Leitch Avenue, LaGrange, IL 60525-2162.

Decided: November 27, 1995.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 95-29339 Filed 11-30-95; 8:45 am]

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DEPARTMENT OF LABOR

Employment and Training Administration

Investigations Regarding Certifications of Eligibility To Apply for Worker Adjustment Assistance

Petitions have been filed with the Secretary of Labor under section 221(a) of the Trade Act of 1974 ("the Act") and are identified in the Appendix to this notice. Upon receipt of these petitions, the Program Manager of the Office of Trade Adjustment Assistance, Employment and Training Administration has instituted investigations pursuant to section 221(a) of the Act.

The purpose of each of the investigations is to determine whether the workers are eligible to apply for adjustment assistance under Title II, Chapter 2, of the Act. The investigations will further relate, as appropriate, to the determination of the date on which total or partial separations began or threatened to begin and the subdivision of the firm involved.

The petitioners or any other persons showing a substantial interest in the subject matter of the investigations may request a public hearing, provided such request is filed in writing with the Program Manager, Office of Trade Adjustment Assistance, at the address shown below, not later than December 11, 1995.

Interested persons are invited to submit written comments regarding the subject matter of the investigations to the Program Manager, Office of Trade Adjustment Assistance, at the address shown below, not later than December 11, 1995.

The petitions filed in this case are available for inspection at the Office of the Program Manager, Office of Trade Adjustment Assistance, Employment and Training Administration, U.S. Department of Labor, 200 Constitution Avenue NW., Washington, DC 20210.

Signed at Washington, DC, this 13th day of November, 1995.

Russell Kile,

Acting Program Manager, Policy and Reemployment Services, Office of Trade Adjustment Assistance.

APPENDIX

[Petitions Instituted on 11/13/95]

TA-W	Subject firm (petitioners)	Location	Date of petition	Product(s)
31,617	Acme Stamping & Wire (USWA)	Pittsburgh, PA	10/31/95	Leon Parts for Automobiles.
31,618	Count Romi Ltd (ILGWU)	New York, NY	10/30/95	Ladies' Raincoats.
31,619	Destec Energy, Inc. (Wkrs)	Houston, TX	10/31/95	Energy Plant.
31,620	Elaine Sportswear Inc. (UNITE)	New York NY	11/02/95	Ladies' Sportswear.
31,621	Greenwood/East-West (Wkrs)	El Paso, TX	10/23/95	Pants, Jeans, Jackets.
31,622	Hill Company, Inc. (Comp)	Forth Smith, AR	10/26/95	Western Shirts.
31,623	Hill Company, Inc. (Comp)	Charleston, AR	10/26/95	Western Shirts.
31,624	Leroy Industries, Inc (UAW)	Leroy, NY	10/31/95	Knuckles and Spindles for Pick-Up's.
31,625	Ms. Interpret (ILGWU)	Carlstadt, NJ	10/26/96	Ladies' Sportswear.
31,626	North by Northeast (Wkrs)	Pawtucket, RI	11/01/95	Fleece Outwear.
31,627	Willit's Footwear (Wkrs)	Newville, PA	11/01/95	Children's Shoes.
31,628	Cal-Style Furniture (Comp)	Compton, CA	11/02/95	Tables, Chairs and Barstools.
31,629	Vanity Fair Mills Inc. (Comp)	Robertsdale, AL	11/01/95	Intimate Apparel.
31,630	Vanity Fair Mills Inc (Comp)	Butler, AL	11/01/95	Intimate Apparel.
31,631	Thomas Industries (IBEW)	Hopkinsville, KY	11/02/95	Residential Lighting Fixtures.
31,632	Mustang Fuel Corporation (Comp)	Oklahoma City, OK	11/03/95	Crude Oil and Natural Gas.

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BILLING CODE 4510-30-M

Notice of Determinations Regarding Eligibility To Apply for Worker Adjustment Assistance and NAFTA Transitional Adjustment Assistance

In accordance with section 223 of the Trade Act of 1974, as amended, the Department of Labor herein presents summaries of determinations regarding eligibility to apply for trade adjustment assistance for workers (TA-W) issued during the period of November 1995.

In order for an affirmative determination to be made and a certification of eligibility to apply for worker adjustment assistance to be issued, each of the group eligibility requirements of section 222 of the Act must be met.

(1) That a significant number or proportion of the workers in the workers' firm, or an appropriate subdivision thereof, have become totally or partially separated,

(2) That sales or production, or both, of the firm or subdivision have decreased absolutely, and

(3) That increases of imports of articles like or directly competitive with articles produced by the firm or appropriate subdivision have contributed importantly to the separations, or threat thereof, and to the absolute decline in sales or production.

Negative Determinations for Worker Adjustment Assistance

In each of the following cases the investigation revealed that criterion (3) has not been met. A survey of customers indicated that increased imports did not contribute importantly to worker separations at the firm.